

MAGERY

ANALYSIS



STAFF

## ULAN-UDE AIRCRAFT ASSEMBLY PLANT NO 99

ULAN-UDE, USSR, 

DECLASS REVIEW by NIMA/DOD

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CIA/PIR .75099

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DATE APRIL 1967

COPY 118

PAGES 6

GROUP 1  
Excluded from automatic  
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# ULAN-UDE AIRCRAFT ASSEMBLY PLANT NO 99 ULAN-UDE, USSR, [REDACTED]

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Ulan-Ude Aircraft Assembly Plant No 99 [REDACTED] is located at 51-51-21N 107-44-17E, approximately 5.5 nautical miles east-northeast of the center of Ulan-Ude, USSR (Figure 1). The plant is adjacent to Ulan-Ude Airfield East [REDACTED] and is served by roads and rail spurs.

The airframe plant was first observed on [REDACTED] (Figure 2) and contained 923,985 square feet of floorspace at that time. 1/ A comparison of this photography with that of [REDACTED] (Figure 3) revealed an increase in floorspace totaling 379,850 square feet. 1/ The estimated floorspace as of [REDACTED] photography (Figure 4) was 1,531,150 square feet. The latest figure incorporates the estimated number

of stories in each administration/engineering building. The preceding figures are all approximate.

Surrounding the plant are 9,800 linear feet of probable masonry wall. There are 6,800 linear feet of rail spurs within the plant area. The exact dimensions of the road system cannot be determined due to the probable rolled, crushed rock materials utilized in the construction which blends into the terrain. Approximately 6,500 linear feet of probable asphalt roadway is detectable. It appears that the road system may incorporate much of the open area between buildings.

The rail spur which enters the plant from the southwest appears to have replaced a spur which entered the plant from the south. A sec-

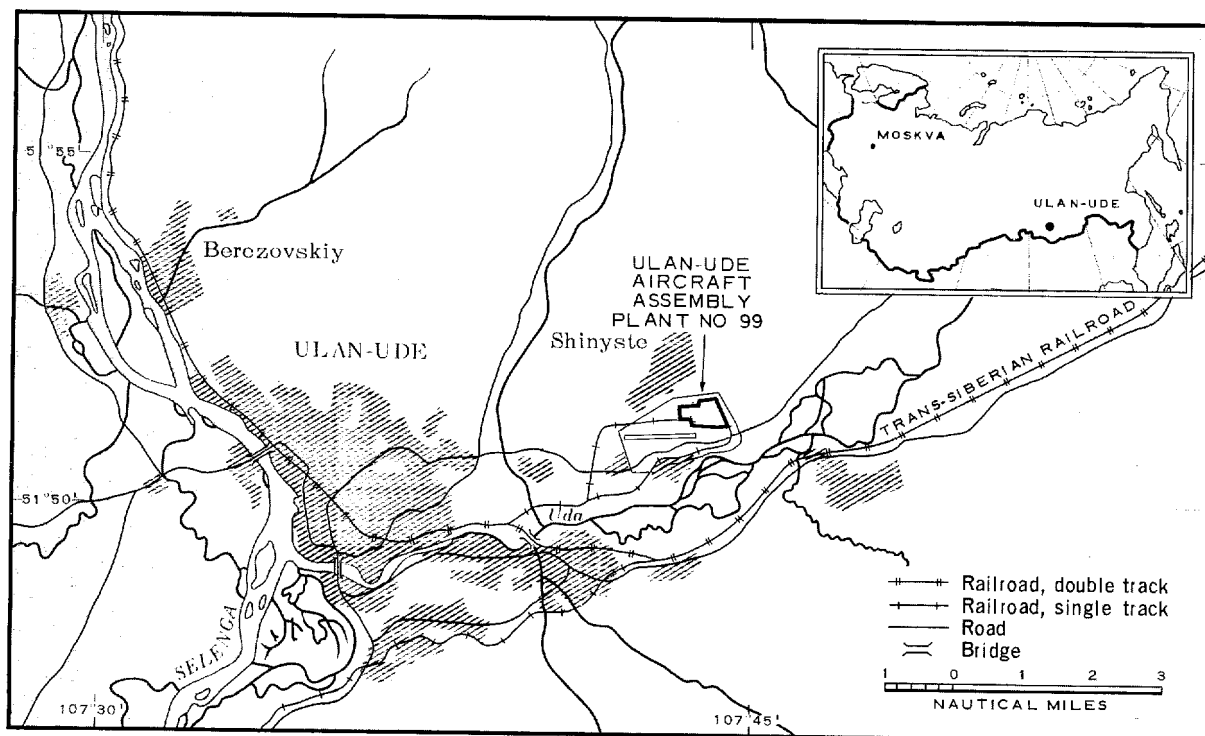


FIGURE 1. LOCATION MAP.

L-7336 (3/67)

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tion of the south rail spur appears to have been removed from the area where it crossed the western runway extension (Figure 6).

Prior to [ ] the only description of the plant was from interrogation reports of repatriated [ ]/ These reports disclosed that the functions of the plant from 1945 until 1948 were the manufacture of aircraft parts, the assembly of propeller-driven fighter aircraft, and a secondary production of consumer goods. 2/

Building construction from [ ] to [ ] (Figure 6) has included one of the administration/engineering buildings (item 9), a machine shop/workshop (item 5), a compressor house (item 13), the subassembly building/machine shop (item 3), the final assembly building (item 2), and a hangar (item 1). A machine shop/workshop (item 5) and the compressor house (item 13) were under construction in [ ] and complete by [ ] [ ] except for a small extension to the compressor house (item 13) which was constructed between [ ] Construction of a hangar (item 1) was in progress by [ ] and was completed by [ ] The administration/engineering building (item 9) was completed prior to [ ] Construction activity was evident on the subassembly building/machine shop (item 3) [ ] and appeared to be nearing completion in [ ] The final assembly building (item 2) was complete in [ ]

An addition to the engine assembly building (item 11) was started prior to [ ]

[ ] and appeared to be complete in [ ] [ ] This addition has connected the engine assembly building and the engine test cell building (Figure 5 and item 12, Figure 6).

The engine test cell building (Figure 5 and item 12, Figure 6) contains 4 U-type test cells. The exhaust/intake stacks measure 20 by 20 feet on the outside. The distance between the exhaust and intake stacks is approximately 25 feet. The easternmost cell is partially hidden from view by a probable canopy extending from the newly constructed addition.

Ulan-Ude Airfield East, which serves the plant as a test and flyaway field, has a serviceable east/west concrete runway measuring approximately 5,275 by 230 feet. Since [ ] [ ] the airfield has been undergoing modifications and has been extended to the east. Earth scarring was evident in [ ] The extended portion of the runway does not appear to be of a concrete surface; instead it is probably made of rolled, crushed-rock composition.

Between [ ] the north/south taxiway leading to a hangar (item 4) on the southwest side of the plant was abandoned and moved westward to accommodate both the newer hangar (item 1), the final assembly building (item 2), and the older hangar (item 4). The airfield and plant area contains approximately [ ] of taxiway and parking apron.

Aircraft observed at the flyaway field and plant area on [ ] included 1 CAMP, 4 COKE, 2 HOG/HEN, and 1 light straight wing.

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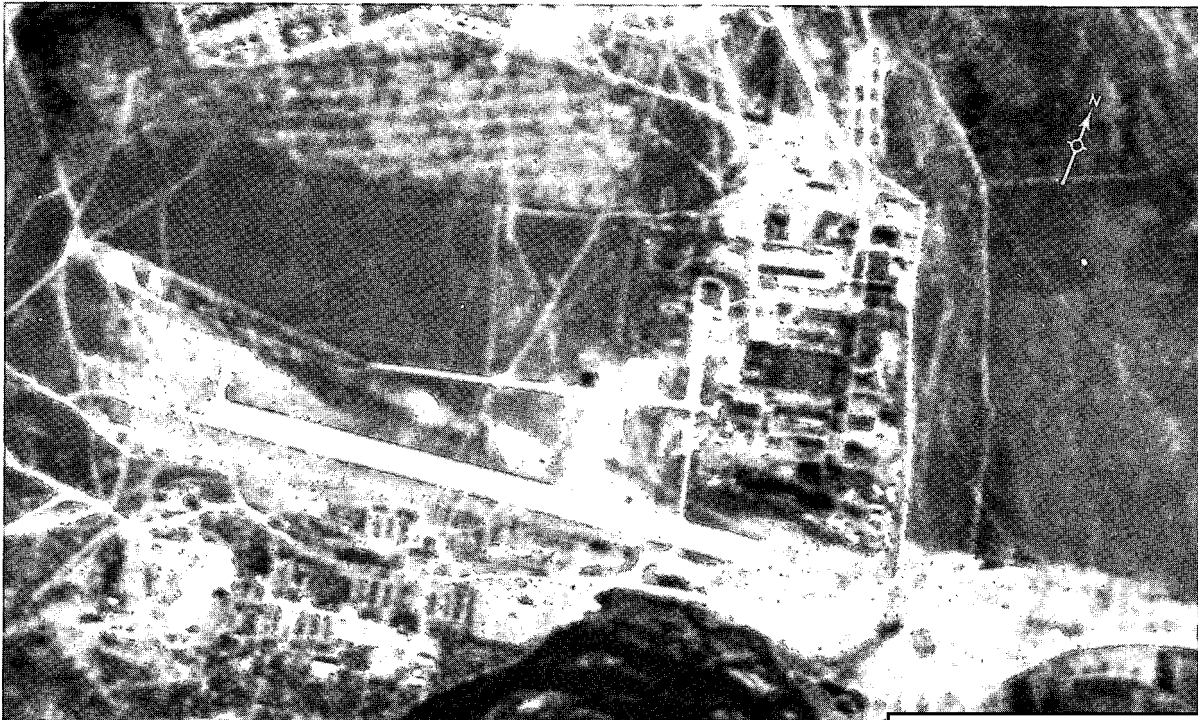


FIGURE 2. ULAN-UDE AIRCRAFT ASSEMBLY PLANT NO 99, ULAN-UDE, USSR,

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FIGURE 3. ULAN-UDE AIRCRAFT ASSEMBLY PLANT NO 99,

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FIGURE 4. ULAN-UDE AIRCRAFT ASSEMBLY PLANT NO 99,

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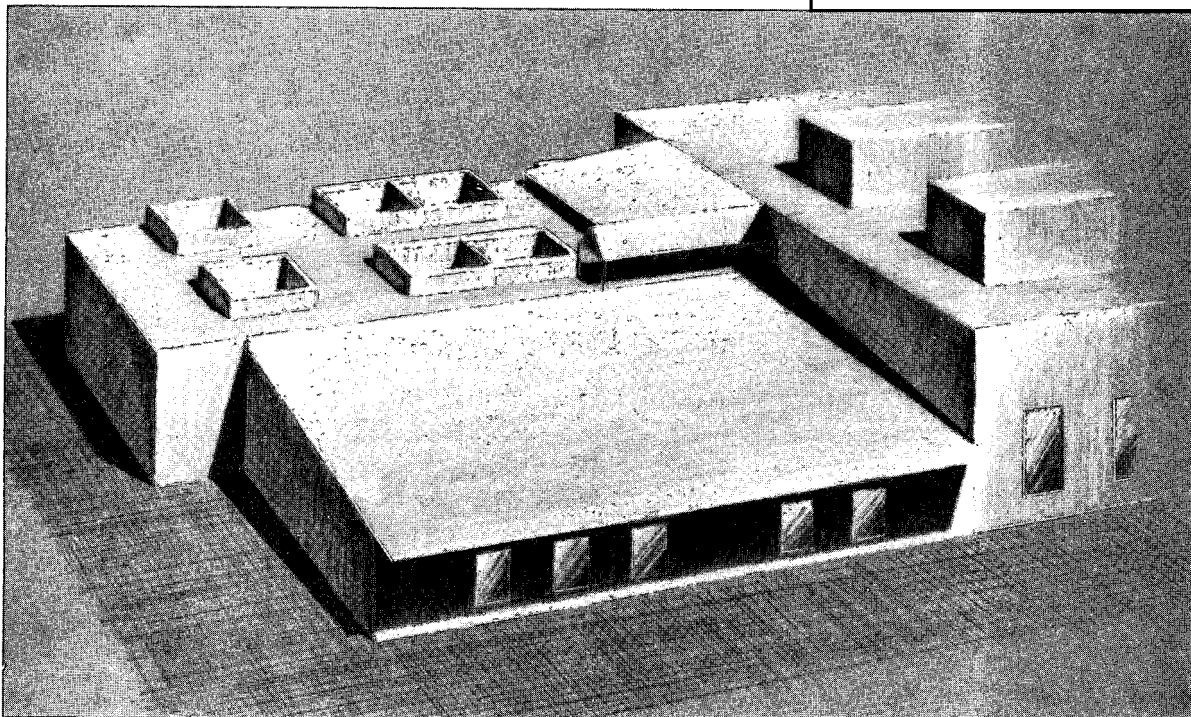


FIGURE 5. ARTIST'S CONCEPTION OF ENGINE TEST CELL BUILDING (item 12, Figure 6).

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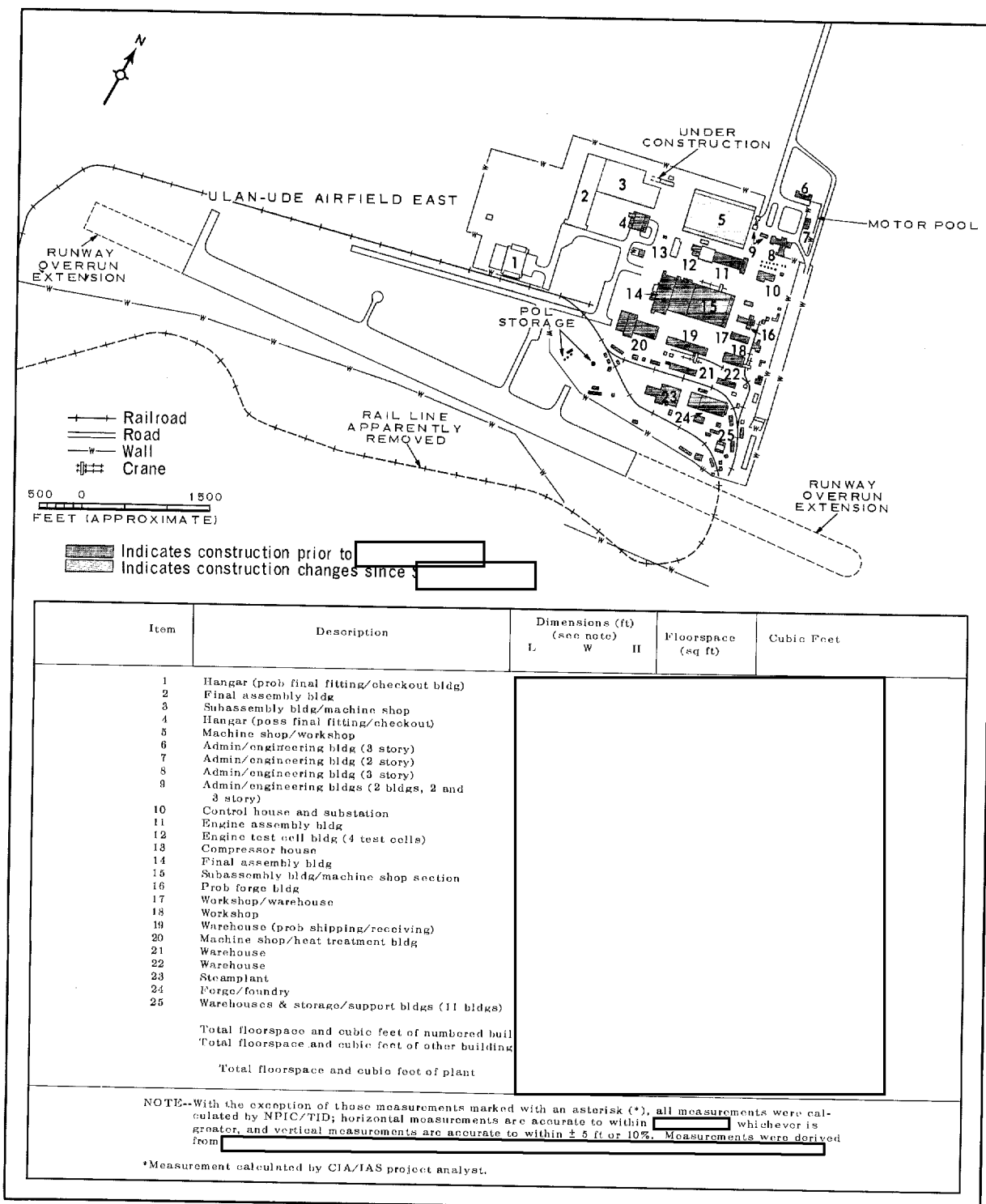


FIGURE 6. LAYOUT OF ULAN-UDE AIRCRAFT ASSEMBLY PLANT NO 99.

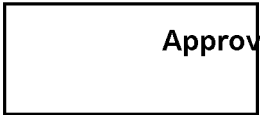
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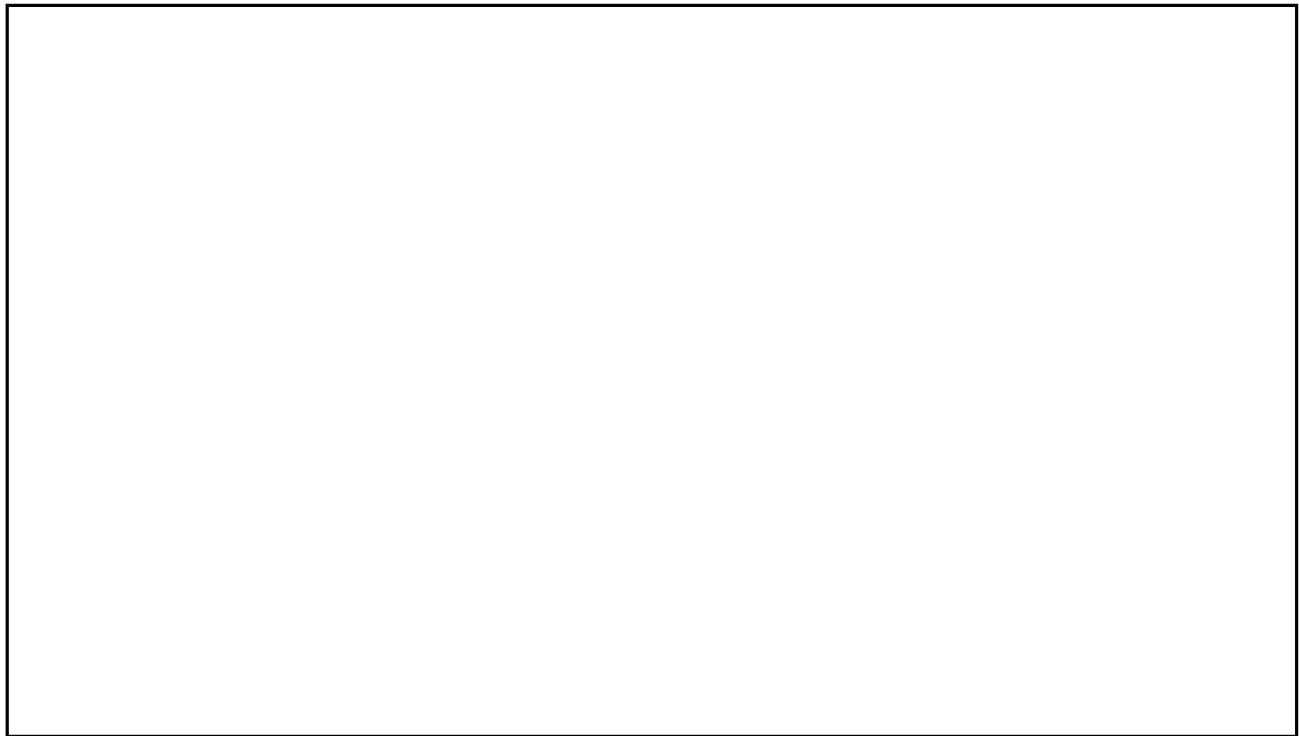
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#### REFERENCES



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#### MAPS OR CHARTS

ACIC series, scale 1:200,000

#### DOCUMENTS

1. CIA. PIR-34/64, [redacted] *Ulan-Ude Airframe Plant No 99, Ulan-Ude, USSR*, Oct 64 (TOP SECRET [redacted])
2. NPIC. R-353/64, *Aircraft Assembly Plant No 99, Ulan-Ude, USSR*, Jun 64 (TOP SECRET [redacted])

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#### REQUIREMENT

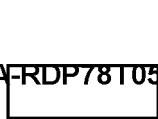
CIA. C-RR6-83,650

#### NPIC PROJECT

31260/66 (partial answer)

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